

REPORT

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BEST SUPERIOR MODERN FURNITURE
AND
GENERAL HOUSEHOLD APPOINTMENTS.
A LARGESSE OF VARIOUS INTERIORS.
Also,
A LIBRARY OF VALUABLE SHIPMENT
OF
JAPANESE ART PRODUCTS,
in the order of those concerned.

The Shipment includes
VERY VALUABLE CHINA, BRASS AND
COPPER ORNAMENTS, EMBROIDERED
RARE CHINA, CHINESE ORNAMENTS,
Lacquer Tables, Writing Desks,
Etc., &c.

ALTER BROADLEY AND CO.
were favoured with instructions to sell by auction,
at their Rooms, on MONDAY, the 27th INSTANT,
MORROW, at 10 o'clock, the following, at it as
they were offered:
SIX LADIES AND GENTLEMEN'S FURNITURE,
THE TABLES, &c.
FRIIDAY, 18th OCTOBER,
at 11 A.M.

MAT BROOK AND CO.'S MART,
16 ELIZABETH-STREET,
DUNEDIN.

ABSOLUTELY UNRESERVED
FOR THE PUBLIC AUCTION

OF
SUPERIOR HOUSEHOLD FURNITURE

taken from the Household of Mr. Baldwin, Wainuiomata.

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SECOND EDITION.

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SHIPPING REFERENCE

SHIPPING REPORTS.

(Continued from Page 4.)

competition between the health officers at the port of Santos runs pretty high, apparently. Three or four boats, each possessing a steam launch, but one a considerable one, are on duty at the port, and the health officers exercise extra vigilance in enlightening the sailors as to the danger of contracting the disease. The slower boats are kept up for this disparity in the relative speed, and in waiting for the ship to come into the Wilson's side in Francisco, it is as a case of boating out in sailing.

James Pearson reports that the *Marconi* crossed Richmond River bar at 10 a. m. on the 11th inst. and arrived at noon on the 12th. Experienced from Port Phillip to Sydney, light variable winds to west. Dredged up the Wyralah dunes.

The ship *Port Jackson* is to be towed from Hadding's wharf to an anchorage in the stream to-day.

Wyllah, left the Richmond River at 8.40 a.m. on the 11th inst. and arrived at 11 p.m. on the 12th inst. in Wodrigy at 11 p.m. on the 12th, in two of the finest Mackays. Experienced a strong northerly wind and fine weather in Trial Bay, fresh to lightly southerly and sea from thence to arrival.

steamer were, however, unavailable. The effort to commence discharging the cargo at this point about 100 Italian boats offered their services to the loading, and, notwithstanding the fact that this morning the fishermen commenced to land their fish with handline. Fifteen or sixteen boats were taken blind, the sailors being powerless to prevent the fishermen from unloading the shore, and the Italian outfit sent a detachment of troops and a torpedo boat, compelling the fishermen to discontinue their unloading. A Telegram report dated yesterday states that pirates have to be negotiated with. The report says: "An arrangement has now been made with the pirates."

ya Kabive where by the latter have agreed to release the return of the Italian brigantine *Edicua* and the Portuguese vessel *Monte Faro*, together with the other members of the crews of these vessels recently captured by them, in exchange for the release of the Italian and the Spanish sailors at the time of the attack on the French steamer *Le Capitaine Corneille*, in October, 1968, and a ransom of 200,000 new Nigerian pounds, two are supposed to be released and one at Tangier.

The brigantine *Maya*, Mr. John Williams is seized, Friday arrived at Jomville.

News, Nelson and Robertson report the G. C. Province at Lamerston, will lead there produce for export.

THE MAIL STEAMERS.
The mails which left Sydney for R.M.S. *Parmanis* on November 6 arrived in London on October 12. They were on that date.
The *Parmanis* was the steamship the Australian from Marseilles on November 12, left Melbourne yesterday for Sydney.
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THE ORIENT LINE.
 Mr. James Anderson, of Hillman, Aberdeen, and
 of Park, Hampshire, the new owner of the steamship
 cable, was active in the firm who was particularly
 active in the trade with Australasia, and particularly
 South Australia, in connection with which, in the
 office, started a line of passenger sailing ships. The

that line was the name by which this venture was called, came through being adopted after the name of a ship built in London in 1883 especially for that trade. The ship was known as the *Admiral*, and, therefore, of which the firm was just proud to have the name of *Oriental* given her because of her being chartered to the East as a transport for the fleet. At the time of the war—throughout which she was flagship of the *Admiral* in Balaklava Harbour—this employment was for a time her entry into the Australian service, which she had been designed. As is known, it was necessary, after a lapse of years, to replace steam that trade, and ultimately the *Admiral* was

At the time was considered an audacious experiment of practically cheating running at their own risk in the trade, low-powered passenger steamers. The result, however, justified the venture, and led ultimately to the formation of Orient Steam Navigation Company, Limited, by the partners, and the firm of Messrs F. Green and Co, who still remain their allies for that purpose. The Orient company now, and for many years past, has run a fortnightly mail service with Australia.

Japan Steamship Company's Tokyo is due from
and Hongkong today. She will berth at the wharf
of Circular Quay. The vessel has a number of passen-
gers and the following cargo: 600 bags flour, 100 bags
rice, 200 cases corn, 50 cases rice, 20 cases sugar,
cases soap, 25 cases oil, 100 rolls matting, a consignment
of water, 100 boxes lime, 87 packages of iron
ore, 10 cases cement, 12 cases of goods, 4 cases
of rice, 11 cases lime, 30 cotton cloth, 100 m
oil, 545 packages for New Zealand ports and W.
Australia, 1264 packages for Melbourne.

M. H. D'Angelo's regular seagoing ship, the *Neosho*, whose principal voyage out and home have been through an installation, arrived yesterday in capital city upon her regular schedule. The ship was here for the first time since the 1940s. The *Neosho* left London on May 14, and the *Leviathan* on the 20th, having met at W. winds and fog down channel. N.W. winds blew to 25-30 N.W., where the N.E. trade was paid. The ship proved light throughout. The equator was crossed on W. 20 days from land. N.E. trade was met and once out in 25-30 N.W. The trade W. was then good, the ship passing the Cape on September 11, and on October 11, and unloading at the Portmyn in

DANGEROUS CARGOES.—The Board of Trade has issued the following caution to shipowners and charterers: "The attention of the Board is here directed to a case in which a serious explosion occurred on board a vessel owing to the leakage of gaseous deposits of acid fuming composition and to the accumulation of inflammable vapors."

ignition of the vapour arising therefrom in the case of a lamp carried into the forepeak of the vessel by the crew. With a view to the prevention of similar accidents, in future, the Board think it desirable specially to require masters and officers of vessels to take such measures as may be necessary to prevent the use of open-flame lamps, compositions, and all inflammable liquids to be given off on board ship. (Certain of these vessels give off gas which, when mixed with air, is explosive, and care should therefore be taken that such vessels, especially naked lights, are not used in any compartment of a vessel in which such gases either are, or have been, stored, or in which there is a possibility

THE OSCAR ROBINSON, will come today (today) to the island with a passenger ship and passengers. Colonel Spaulding, Miss Parker, Miss Part, and Dr. are expected by the island tonight.

Speakers that the accident to the North German-Lloyd was not so serious as first telegrams indicated. The first message, dated Bremen, September 10, 1900, yesterday, then refers to the vessel as having been "damaged" and the vessel as being "undoubtedly Lloyd steam ship, the Wilhelmshafen trawler, which, after leaving the Vahlschlagel at Mitteln, on the 29th ultimo, was pursued by a Swamund, when she grounded in the entrance to Kaiserfahrt, continued her voyage at noon yesterday, the assistance of five tugs, the state of the water favourable. A severe N.W. gale, however, is hindering the progress of the vessel in the Kaiserfahrt.

The British India Company, under whose well-known flag there are 85 powerful steamers of great carrying capacity, held its forty-eighth general meeting in June.

The chairman, after declaring a 10 per cent. dividend, mentioned that the directors have contracted for 20,000 tons of cargo, with each to carry about 1000 tons of freight, and that they are already in possession, a total of 17,000 tons. These are intended to be employed in the East and especially in India. Two are to be delivered this year and a few early in 1906.

SHIPPING SALES

Following buyers are advised by the mail yesterday:
 1. from barque Primavera, 80 tons, has been sold to
 2. ash owners for the sum of £1000. This was sold at
 3. in 1879, and elapsed 800 Alai Lloyd. Just
 4. of Newbury.

The ship Lacturne is reported sold to Messrs. W.
 and Co., Liverpool, for £8000. She is 100 tons
 100, and carries 2000 tons deadweight. Built at
 5. in 1879.

Following steamers have recently been sold to
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 7. 2. 1881 tons, to Italian owners; built
 8. 3. 1881 tons, to Italian owners; built
 9. 4. 1881 tons, to Italian owners; built
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George, 1442 tons, to Norway.
Composite bulkers Laika, 622 tons, register built
down in 1970. Intermountain, 170 tons, by H&H,
lying at Newcastle, has been sold to foreign owner
by Messrs. Morgan, Matheson and Co.

CHARTERS.
John Williams reports—Parrish, Cardiff to Cap-
e Carmelite, London to East London, Antwerp
to Cherbourg, Louise, Mauritius to Beers, Santos
to Cardiff to Tiquique, Arameda, Liverpool to Be-
ers, Atlantic, Liverpool to Santos, Port Lincoln, Sea
to Fremantle.

MINING MANAGER'S REPORTS.

and very much broken up. Guiding Star has a dip south and south without change. Valley Tool-Leasing Company, Limited, has suspended October 5 - the drive at the mine is on shaft, total from shaft 78 ft. In the face of the shaft are making, carrying out, and in the main shaft total depth from surface 65 ft. Emulsion and working order.

George Mines, Limited, work ended October 11 - the southern section of the main shaft has reached the level established at the 1915 level with the work from the old shaft. Northern section: Main shaft below, blast at lower level, and drive on shaft and shaft.

extended on the first, second, third, fourth, and fifth days of the week. The first day, the day following sulphide ores of payable grade were taken from a water shaft. One of good grade being being taken from a shaft which is about 100 feet from the water shaft. This shaft, which is being worked by a tributors, high-grade gold-bearing ore of payable grade was taken from the shaft. The ore was taken from the shaft and the gold per ton, has been found to be 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 2.0, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9, 3.0, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 4.0, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8, 4.9, 5.0, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, 6.0, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8, 6.9, 7.0, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9, 8.0, 8.1, 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 9.0, 9.1, 9.2, 9.3, 9.4, 9.5, 9.6, 9.7, 9.8, 9.9, 10.0, 10.1, 10.2, 10.3, 10.4, 10.5, 10.6, 10.7, 10.8, 10.9, 11.0, 11.1, 11.2, 11.3, 11.4, 11.5, 11.6, 11.7, 11.8, 11.9, 12.0, 12.1, 12.2, 12.3, 12.4, 12.5, 12.6, 12.7, 12.8, 12.9, 13.0, 13.1, 13.2, 13.3, 13.4, 13.5, 13.6, 13.7, 13.8, 13.9, 14.0, 14.1, 14.2, 14.3, 14.4, 14.5, 14.6, 14.7, 14.8, 14.9, 15.0, 15.1, 15.2, 15.3, 15.4, 15.5, 15.6, 15.7, 15.8, 15.9, 16.0, 16.1, 16.2, 16.3, 16.4, 16.5, 16.6, 16.7, 16.8, 16.9, 17.0, 17.1, 17.2, 17.3, 17.4, 17.5, 17.6, 17.7, 17.8, 17.9, 18.0, 18.1, 18.2, 18.3, 18.4, 18.5, 18.6, 18.7, 18.8, 18.9, 19.0, 19.1, 19.2, 19.3, 19.4, 19.5, 19.6, 19.7, 19.8, 19.9, 20.0, 20.1, 20.2, 20.3, 20.4, 20.5, 20.6, 20.7, 20.8, 20.9, 21.0, 21.1, 21.2, 21.3, 21.4, 21.5, 21.6, 21.7, 21.8, 21.9, 22.0, 22.1, 22.2, 22.3, 22.4, 22.5, 22.6, 22.7, 22.8, 22.9, 23.0, 23.1, 23.2, 23.3, 23.4, 23.5, 23.6, 23.7, 23.8, 23.9, 24.0, 24.1, 24.2, 24.3, 24.4, 24.5, 24.6, 24.7, 24.8, 24.9, 25.0, 25.1, 25.2, 25.3, 25.4, 25.5, 25.6, 25.7, 25.8, 25.9, 26.0, 26.1, 26.2, 26.3, 26.4, 26.5, 26.6, 26.7, 26.8, 26.9, 27.0, 27.1, 27.2, 27.3, 27.4, 27.5, 27.6, 27.7, 27.8, 27.9, 28.0, 28.1, 28.2, 28.3, 28.4, 28.5, 28.6, 28.7, 28.8, 28.9, 29.0, 29.1, 29.2, 29.3, 29.4, 29.5, 29.6, 29.7, 29.8, 29.9, 30.0, 30.1, 30.2, 30.3, 30.4, 30.5, 30.6, 30.7, 30.8, 30.9, 31.0, 31.1, 31.2, 31.3, 31.4, 31.5, 31.6, 31.7, 31.8, 31.9, 32.0, 32.1, 32.2, 32.3, 32.4, 32.5, 32.6, 32.7, 32.8, 32.9, 33.0, 33.1, 33.2, 33.3, 33.4, 33.5, 33.6, 33.7, 33.8, 33.9, 34.0, 34.1, 34.2, 34.3, 34.4, 34.5, 34.6, 34.7, 34.8, 34.9, 35.0, 35.1, 35.2, 35.3, 35.4, 35.5, 35.6, 35.7, 35.8, 35.9, 36.0, 36.1, 36.2, 36.3, 36.4, 36.5, 36.6, 36.7, 36.8, 36.9, 37.0, 37.1, 37.2, 37.3, 37.4, 37.5, 37.6, 37.7, 37.8, 37.9, 38.0, 38.1, 38.2, 38.3, 38.4, 38.5, 38.6, 38.7, 38.8, 38.9, 39.0, 39.1, 39.2, 39.3, 39.4, 39.5, 39.6, 39.7, 39.8, 39.9, 40.0, 40.1, 40.2, 40.3, 40.4, 40.5, 40.6, 40.7, 40.8, 40.9, 41.0, 41.1, 41.2, 41.3, 41.4, 41.5, 41.6, 41.7, 41.8, 41.9, 42.0, 42.1, 42.2, 42.3, 42.4, 42.5, 42.6, 42.7, 42.8, 42.9, 43.0, 43.1, 43.2, 43.3, 43.4, 43.5, 43.6, 43.7, 43.8, 43.9, 44.0, 44.1, 44.2, 44.3, 44.4, 44.5, 44.6, 44.7, 44.8, 44.9, 45.0, 45.1, 45.2, 45.3, 45.4, 45.5, 45.6, 45.7, 45.8, 45.9, 46.0, 46.1, 46.2, 46.3, 46.4, 46.5, 46.6, 46.7, 46.8, 46.9, 47.0, 47.1, 47.2, 47.3, 47.4, 47.5, 47.6, 47.7, 47.8, 47.9, 48.0, 48.1, 48.2, 48.3, 48.4, 48.5, 48.6, 48.7, 48.8, 48.9, 49.0, 49.1, 49.2, 49.3, 49.4, 49.5, 49.6, 49.7, 49.8, 49.9, 50.0, 50.1, 50.2, 50.3, 50.4, 50.5, 50.6, 50.7, 50.8, 50.9, 51.0, 51.1, 51.2, 51.3, 51.4, 51.5, 51.6, 51.7, 51.8, 51.9, 52.0, 52.1, 52.2, 52.3, 52.4, 52.5, 52.6, 52.7, 52.8, 52.9, 53.0, 53.1, 53.2, 53.3, 53.4, 53.5, 53.6, 53.7, 53.8, 53.9, 54.0, 54.1, 54.2, 54.3, 54.4, 54.5, 54.6, 54.7, 54.8, 54.9, 55.0, 55.1, 55.2, 55.3, 55.4, 55.5, 55.6, 55.7, 55.8, 55.9, 56.0, 56.1, 56.2, 56.3, 56.4, 56.5, 56.6, 56.7, 56.8, 56.9, 57.0, 57.1, 57.2, 57.3, 57.4, 57.5, 57.6, 57.7, 57.8, 57.9, 58.0, 58.1, 58.2, 58.3, 58.4, 58.5, 58.6, 58.7, 58.8, 58.9, 59.0, 59.1, 59.2, 59.3, 59.4, 59.5, 59.6, 59.7, 59.8, 59.9, 60.0, 60.1, 60.2, 60.3, 60.4, 60.5, 60.6, 60.7, 60.8, 60.9, 61.0, 61.1, 61.2, 61.3, 61.4, 61.5, 61.6, 61.7, 61.8, 61.9, 62.0, 62.1, 62.2, 62.3, 62.4, 62.5, 62.6, 62.7, 62.8, 62.9, 63.0, 63.1, 63.2, 63.3, 63.4, 63.5, 63.6, 63.7, 63.8, 63.9, 64.0, 64.1, 64.2, 64.3, 64.4, 64.5, 64.6, 64.7, 64.8, 64.9, 65.0, 65.1, 65.2, 65.3, 65.4, 65.5, 65.6, 65.7, 65.8, 65.9, 66.0, 66.1, 66.2, 66.3, 66.4, 66.5, 66.6, 66.7, 66.8, 66.9, 67.0, 67.1, 67.2, 67.3, 67.4, 67.5, 67.6, 67.7, 67.8, 67.9, 68.0, 68.1, 68.2, 68.3, 68.4, 68.5, 68.6, 68.7, 68.8, 68.9, 69.0, 69

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or the week. No change in drive, while some
large quantities of mudic.

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